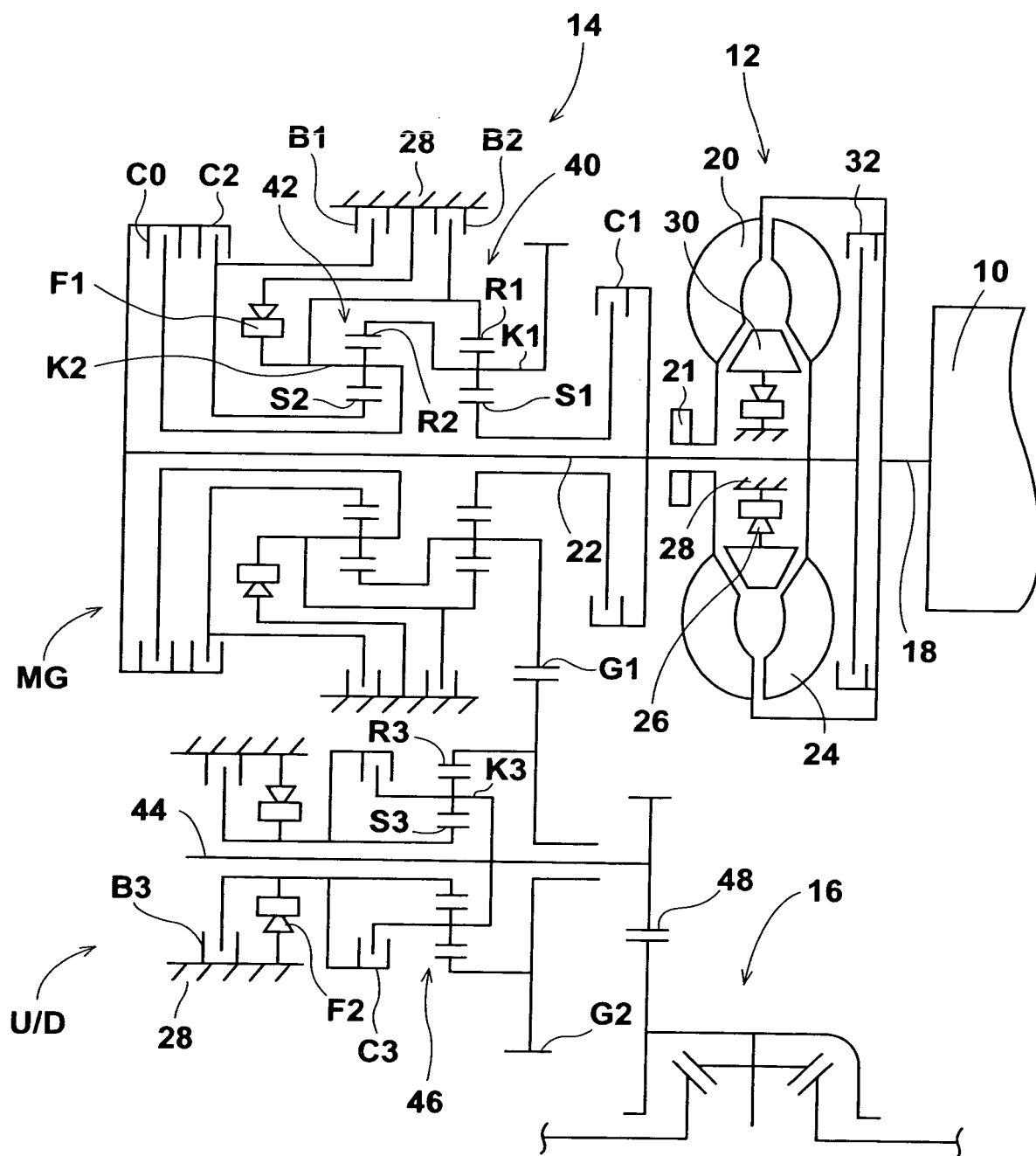


FIG. 1



# FIG. 2

| POSITION |                  | CLUTCHE & BRAKE |    |    |    |    |    | O.W.C. |    |    |
|----------|------------------|-----------------|----|----|----|----|----|--------|----|----|
|          |                  | C1              | C0 | C2 | B1 | B2 | C3 | B3     | F1 | F2 |
| N, P     |                  | x               | x  | x  | x  | x  | x  | ○      | x  | x  |
| R        |                  | x               | x  | ○  | x  | ○  | x  | ○      | x  | x  |
| D        | 1ST              | ○               | x  | x  | x  | x  | x  | ○      | ○  | △  |
|          | 2ND              | ○               | x  | x  | ○  | x  | x  | ○      | x  | △  |
|          | 3RD              | ○               | ○  | x  | x  | x  | x  | ○      | x  | △  |
|          | 4TH              | x               | ○  | x  | ○  | x  | x  | ○      | x  | △  |
|          | 5TH              | x               | ○  | x  | ○  | x  | ○  | x      | x  | x  |
|          | 1ST ENGINE BRAKE | ○               | x  | x  | x  | ○  | x  | ○      | △  | △  |

FIG. 3

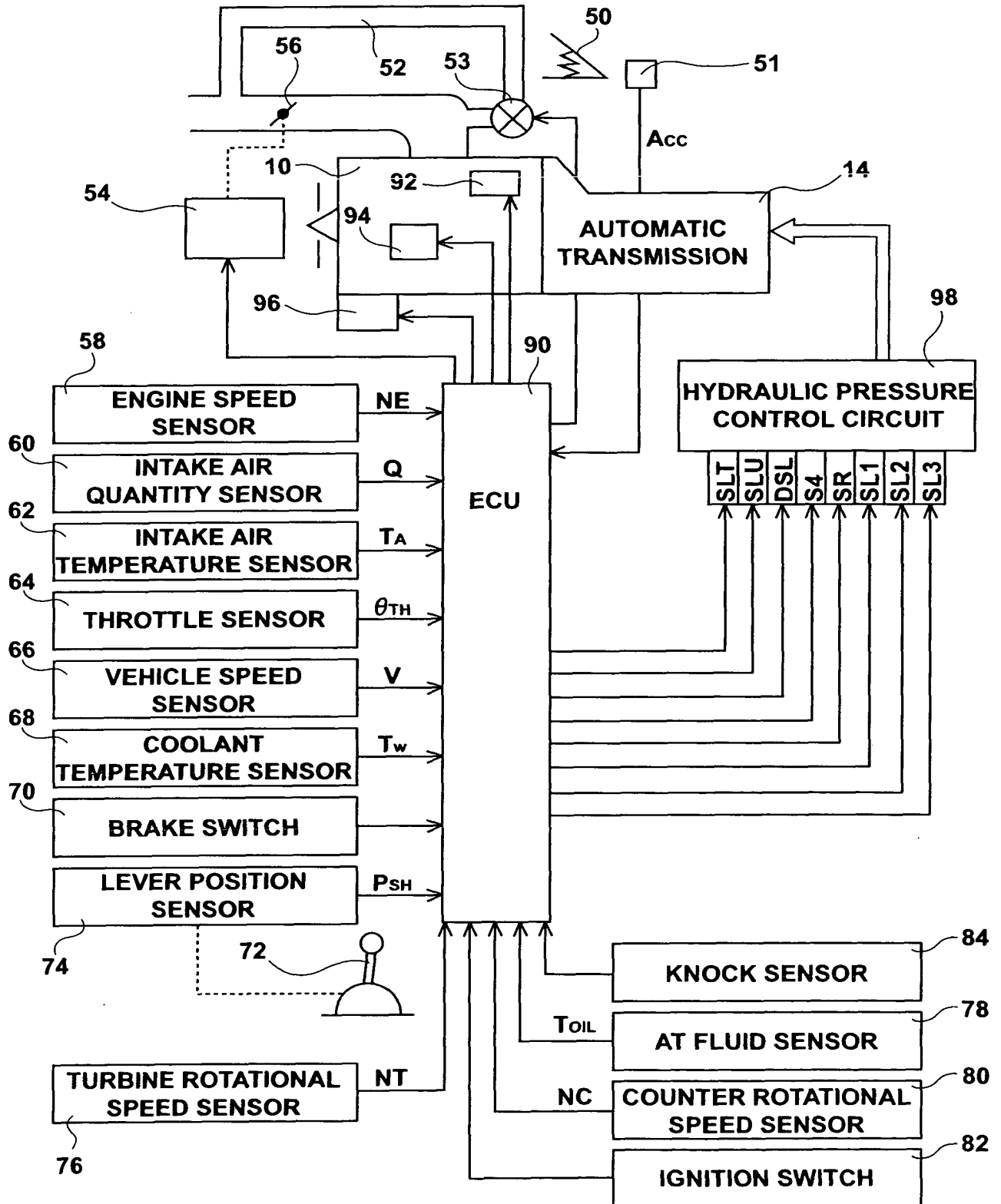


FIG. 4

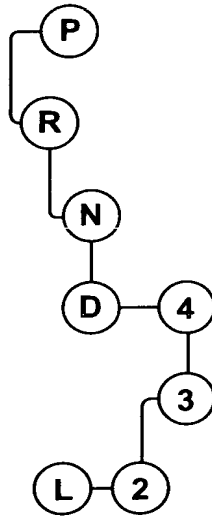


FIG. 5

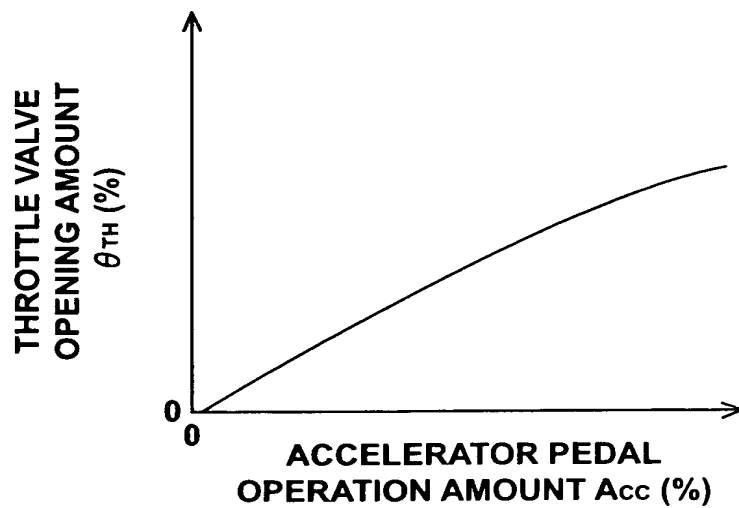


FIG. 6

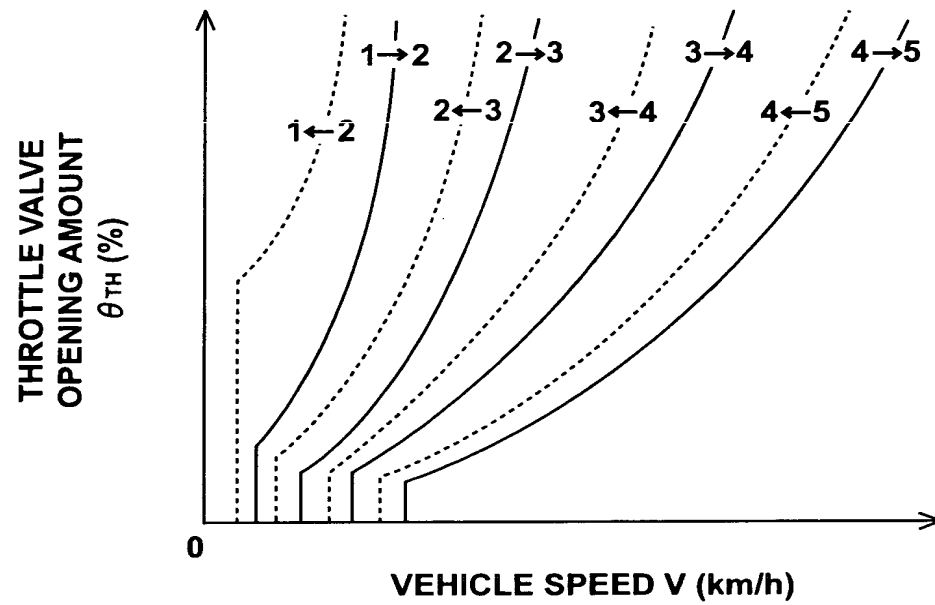


FIG. 7

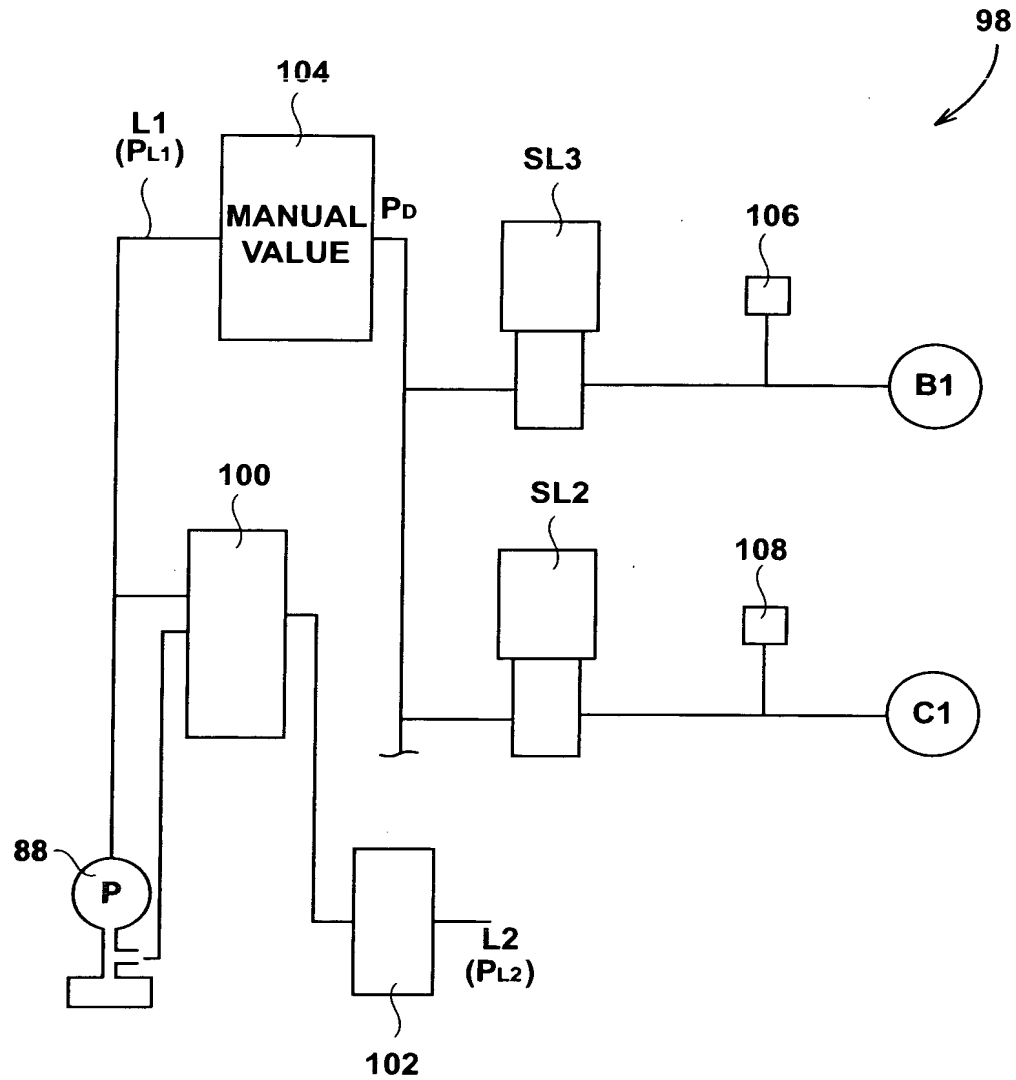


FIG. 8

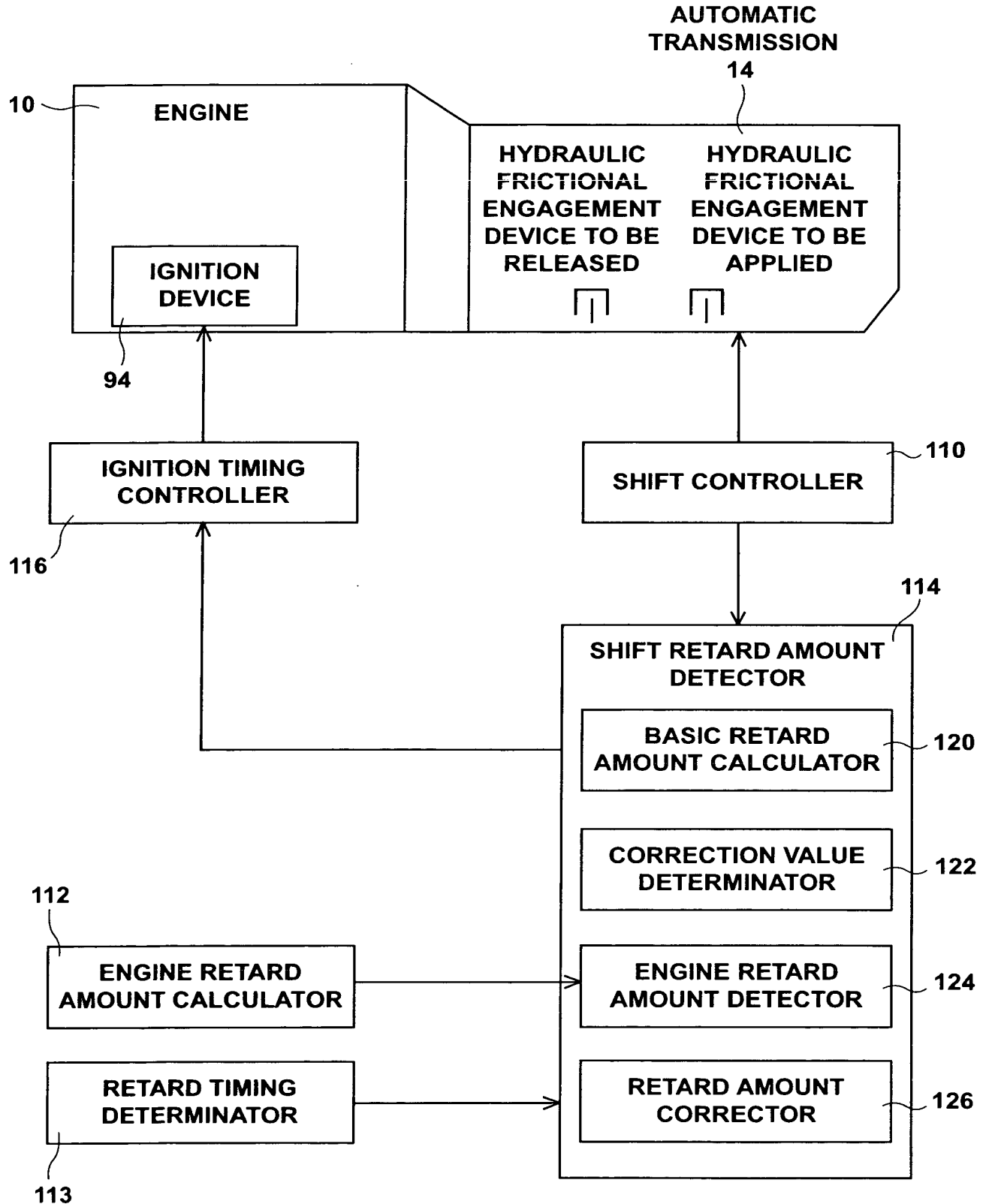


FIG. 9

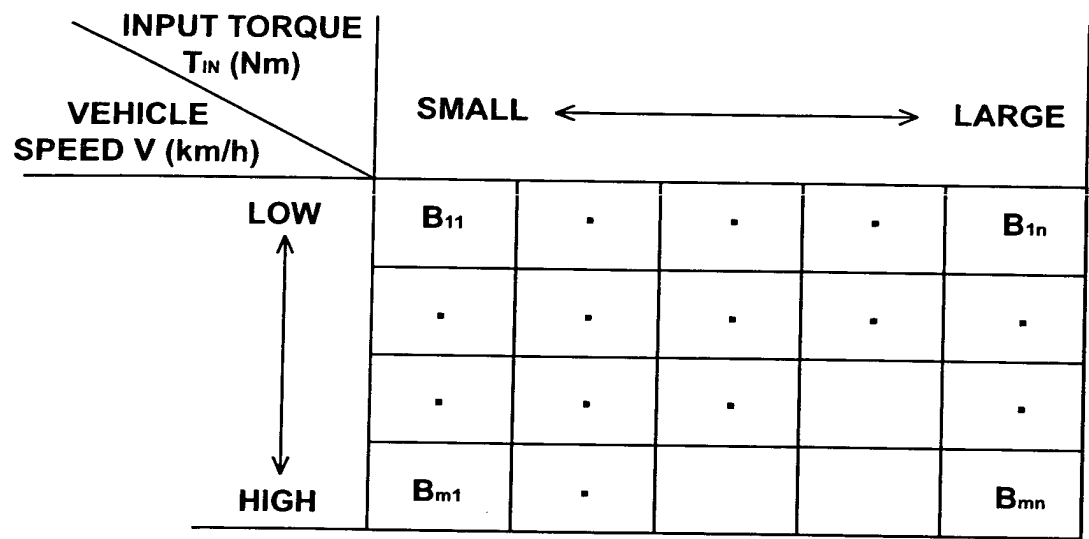
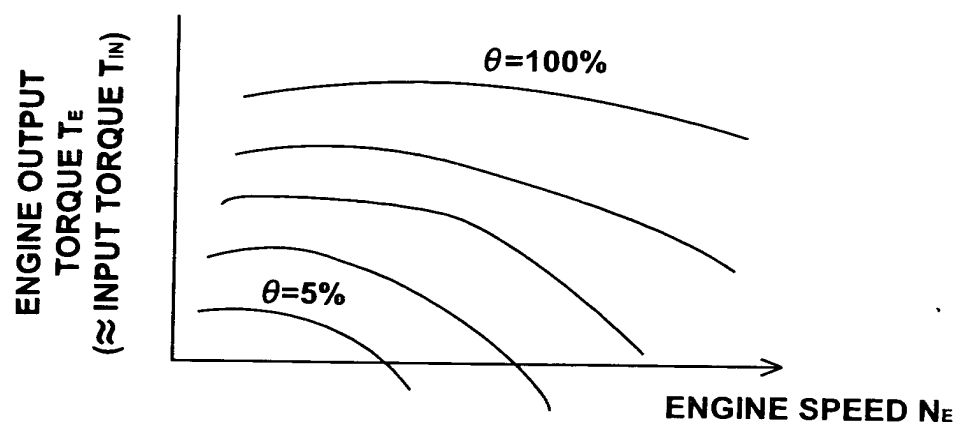


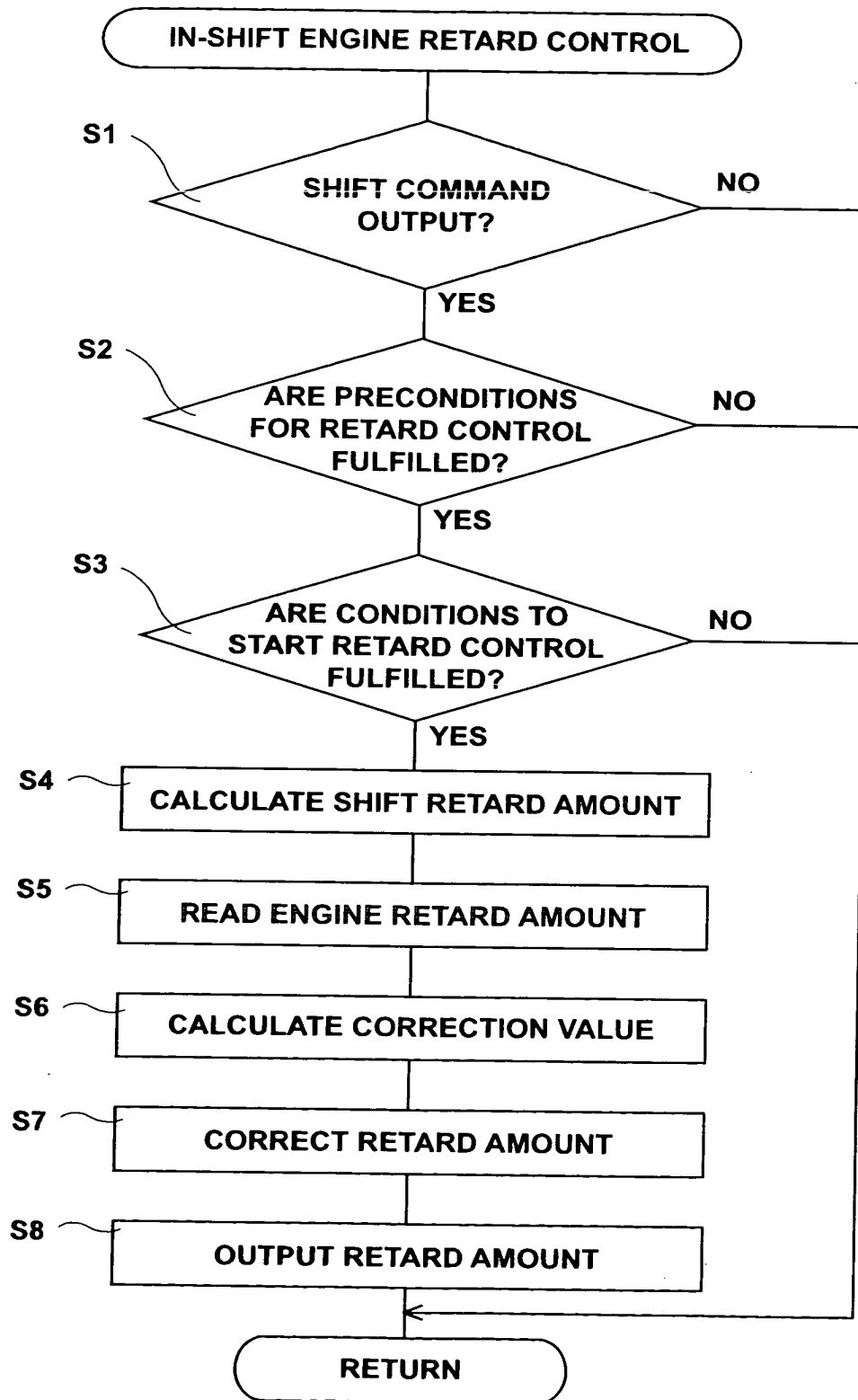
FIG. 10





| SHIFT<br>TYPE<br>VEHICLE SPEED<br>V (km/h) | 5→4             | 4→3 | 3→2 | 2→1 | 1→2 | 2→3 | 3→4 | 4→5             |
|--|-----------------|-----|-----|-----|-----|-----|-----|-----------------|
| 5 ~ 15                                     | K <sub>11</sub> | .   | .   | .   | .   | .   | .   | K <sub>1n</sub> |
| ~30  | .               | .   | .   | .   | .   |     |     | .               |
| ~60  | .               | .   | .   |     |     |     |     | .               |
| ~80  | .               | .   |     |     |     |     |     | .               |
| ~100                                       | K <sub>m1</sub> |     |     |     |     |     |     | K <sub>mn</sub> |

## FIG. 12



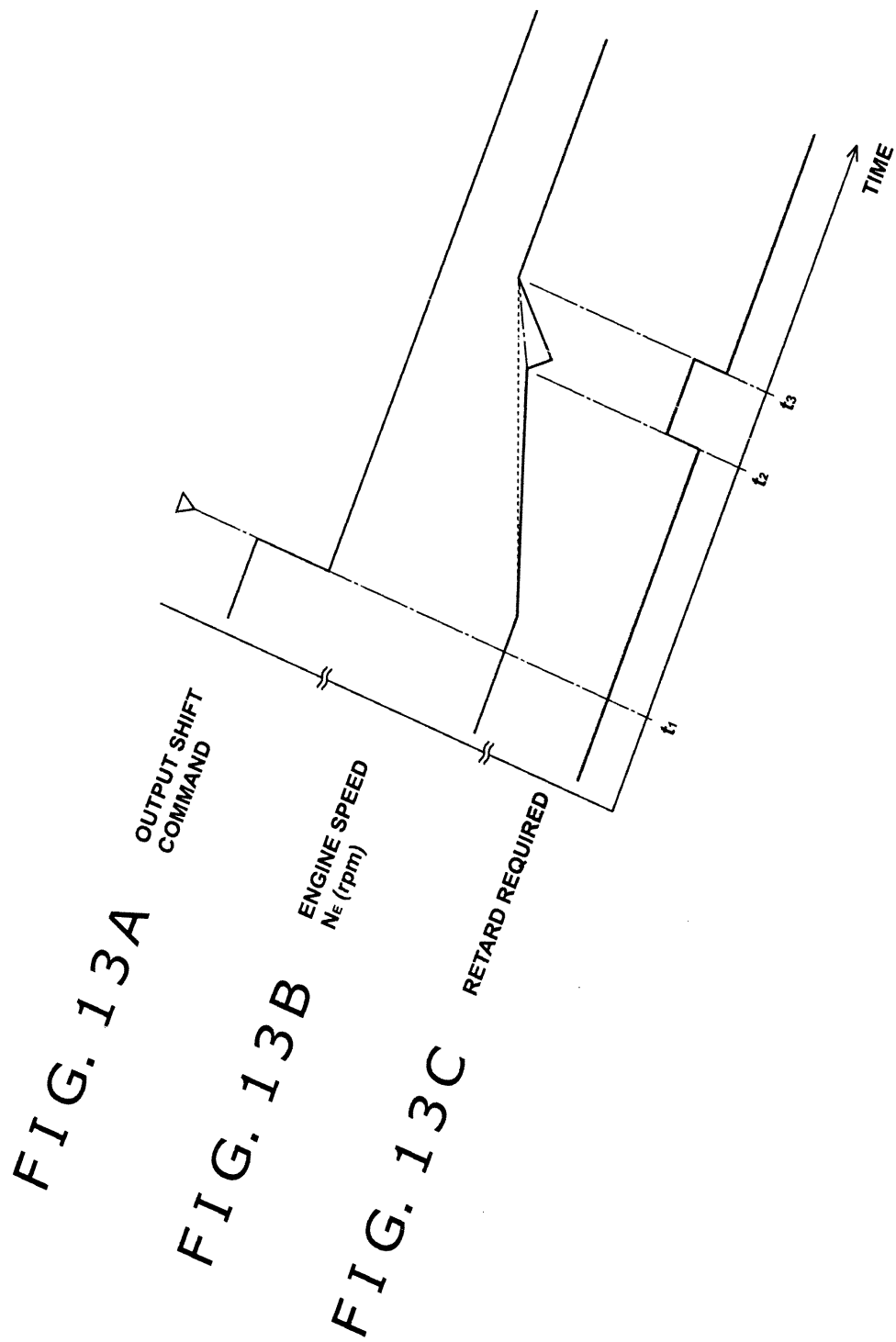


FIG. 13D

IGNITION TIMING  
(DEGREE)

FIG. 13E

TRANSMISSION  
OUTPUT SHAFT  
TORQUE  $T_{out}$

FIG. 13F

HYDRAULIC  
PRESSURE

